



Yard Changes Command

Captain George Lesher assumed command of the Coast Guard Yard on June 7, 2013. He is the 41st Commanding Officer in the 114-year history of the shipyard.

Captain Lesher took charge of the Yard from Captain Richard Murphy who served as Commanding Officer from May 2010 to June 2013. Captain Murphy retired from the U.S. Coast Guard with 30 years active duty service.

Rear Admiral Ronald Rábago, Assistant Commandant for Engineering & Logistics, presided over the Change of Command. United States Congressman John Sarbanes of the 3rd District of Maryland attended as guest speaker. Rear Admiral Karl Schultz, Commander of the Eleventh Coast Guard District, presided over the retirement ceremony.

The Old Line Brass Quintet of the Maryland National Guard's 229th Army Band provided musical support under the direction of Sergeant Mark Alves. Alexandre Brink of the Yard Fiscal Department sang the National Anthem.

Captain Lesher has served as Yard's Industrial Manager for the past two years. He came to Baltimore from the Coast Guard Cutter (CGC) DEPENDABLE (WMEC-626), where he was Commanding Officer from 2009 to 2011. During this period, CGC DEPENDABLE conducted law enforcement operations from the Canadian border to South America, completing more boardings than any other major Coast Guard cutter.

The Captain's first shipboard assignment in the Coast Guard was Damage Control Assistant on CGC GALLATIN (WMEC-721), then stationed at



Before a crowd of 500 guests and employees, Captain George Lesher became the 41st Commanding Officer of the Yard during formal ceremonies held on June 7, 2013 at the Columbus Recreation Center. Captain Lesher assumed command from Captain Richard Murphy, Yard Commanding Officer, 2010-2013.

Governor's Island, NY. This tour was followed by consecutive assignments as Engineer Officer of CGC ESCAPE (WMEC-6) in Charleston, SC, and CGC NORTHLAND (WMEC-904) in Portsmouth, VA.

In 1997, the Coast Guard assigned Captain Lesher to the 270' WMEC Type Desk at the Maintenance and Logistics Command in Norfolk, VA. From 2001 to 2003, he served as Executive Officer of CGC FORWARD (WMEC-911), stationed in Portsmouth, VA. This assignment was followed by a tour as the National Security Cutter Platform Manager in Baltimore, MD. In 2007, Captain Lesher served as Executive Officer of the pre-commissioning crew for CGC WAESCHE (WMSL-751), stationed in Alameda, CA.

A native of Schaefferstown, Pennsylvania, Captain Lesher is a 1990 graduate of Pennsylvania State University where he earned a Bachelor of Science Degree in Mechanical Engineering. He holds a Master's Degree in Engineering Management from Drexel University, Philadelphia, PA.

After his undergraduate education, Captain Lesher entered the Coast Guard as a Direct Commission Engineer, reporting for duty as a port engineer at the Naval Engineering Support Unit, Cleveland, OH.

Captain Lesher's personal decorations include two Meritorious Service Medals, four Coast Guard Commendation Medals (with Operational Distinguishing Device), an Achievement Medal (with Operational Distinguishing Device), and several unit awards.

See Change of Command Photo Gallery, pages 6-7

The Commanding Officer's Column

by Captain George A. Lesher



Greeting, Shipmates! Let me start first with saying thanks to all those who participated in and helped with the change of command. It was a fantastic ceremony and a fitting tribute to Capt Murphy's 30 years of service.

Let me reiterate a couple of things I noted during the change of command. In my past experience, getting a new job has been accompanied by moving, getting to know an entirely new community and then myself getting underway a few days later leaving my wife and the kids with the boxes, pictures, and all the fun parts associated with moving in. This time, we are very fortunate. My move is literally 75 feet across the street from

bldg 58 to bldg 1. My family and I are very excited and grateful for this new assignment.

To all those who work here at the CG Yard, it has been an honor working with you since 2012 when I first arrived in my previous job as the Industrial Manager. I thought that I knew a lot about the business of ship repair having been a CG naval engineer for over 20 years. I realize now, how little I did know and thank you all for graciously teaching me the business side of naval engineering. That said, I still have much to learn and will need all of your continued support.

I pledge to do my best to make this as safe an environment as possible and to keep this an enjoyable place to work. On this last part – workplace climate, you will hear more about how we plan to make improvements over the coming weeks and months. That is easy to say – fixing ships is a tough, physically demanding and technically complicated work. The work goes on whether the outside temperature is minus 10 or 98 degrees. A shipyard is not without inherent dangers as we

are reminded from time to time, but we must and will do our best to keep everyone safe and make this the best place to work that it can be.

There is a lot going on at the waterfront. I took some folks from CG HQ on a tour a few weeks ago, and they were amazed at the variety of platforms we were working on at one time; 87' and 110' WPBs, 270' WMECs, 225' & 175' WLBs and a 140' WTGB. We take this for granted but that is an unprecedented span of work and expertise on CG platforms.

Lastly, summer is the time for PCS departures and arrivals. We say farewell to our shipmates departing and welcome those new folks who take their place in the evolving 114-year history of the CG Yard. Likewise, farewell to our civilian members of the workforce who have retired and take their place in the history of the Yard.

Thanks for all you do,

Semper Paratus!

Coast Guard Boat #41346 (pictured at right) stands guard at the Yard's main entrance on Hawkins Point Road. Constructed here in 1975, this 41-foot utility boat is a shining example of the "Coast Guard Yard at its best." The Yard built 208 vessels of this class from 1971 to 1983, replacing the aging fleet of 40-foot steel hull utility boats. Now being phased out, these 41-foot aluminum hull fiberglass super structure boats had long-lived careers saving lives and enforcing maritime laws.

Coast Guard Boat #41346 served honorably. The Coast Guard delivered the utility boat to Station Grand Isle, Louisiana in May 1975. The 41-foot boat retired at Station Gulfport, Missis-

Yard Unveils New Gate Guardian

sippi in February, 2010. Coast Guard Boat #41346 is now a permanent tribute to the maritime expertise of the

Yard to be admired by the community, all who work here, and all who visit our shipyard.



“We’re Working On It!”



*CGC SENECA (WMEC 906) – Boston, Massachusetts
CGC PENOBSCOT BAY (WTGB 107) – Bayonne, New Jersey
CGC JAMES RANKIN (WLM 555) – Baltimore, Maryland*



CGC HAWK (WPB 87355) – St. Petersburg, Florida



CGC SPENCER (WMEC 905) – Boston, Massachusetts



CGC PENOBSCOT BAY (WTGB 107) – Bayonne, New Jersey



*CGC BAINBRIDGE ISLAND (WPB 1343) –
Highlands, New Jersey*



CGC JUNIPER (WLB 201) – Newport, Rhode Island

Yard Completes Remediation of Final Contamination Site; Process Begins to Remove Shipyard from Superfund List

The Yard hosted a Superfund Completion Ceremony and press conference on Thursday, May 30, 2013 to announce remediation (clean-up) of the last of nine contamination sites on the Yard campus. RADM Ronald Rábago, Assistant Commandant of Engineering & Logistics, and Mr. Shawn Garvin, Mid-Atlantic Regional Administrator, Environmental Protection Agency (EPA), signed completion documents for the final contamination site, thus beginning the administrative process for removal of the Yard from the EPA National Priorities List (NPL), known as the Superfund Program. The Yard was the Coast Guard's only Superfund site.

Environmental clean-up of nine sites began at the Yard in 2002. The contaminated sites were not the result of current business practices, but resulted from past practices going back decades to the origin of the 114-year-old shipyard and the predominate maritime activities of the World War II era.

The mindset for environmental protection was far different in the past century than it is today. During World

War II, there were over 3000 tradesmen working at the Yard round-the-clock rolling off new ships from the assembly lines and keeping existing boats functioning so they could carry Coast Guard crews to war. Environmental stewardship was oftentimes overlooked, and the Yard's property suffered in certain locations.

The Yard recognized this and began a plan of correction so its acreage would be environmentally healthy and sound for future generations. One such plan was to partner with the EPA and the Maryland Department of the Environment to rid the Yard of contaminants that had the potential to pollute grounds and nearby waterways.

In 2002, the Yard received funding to start the rigorous process of remediation that cost approximately \$17 million over eleven years. The Yard targeted nine contamination sites, set a course of action, and began excavation of contaminated materials that ranged from semi-volatile organic compounds to metals, polychlorinated biphenyls and dioxins. In all, 25,000 tons of contaminated soil and sediment were

excavated, treated on site, and shipped to a non-hazardous waste landfill. In addition, as a commitment to environmental stewardship, the Yard chose to clean up the grounds using stringent residential clean-up standards rather than more common industrial standards.

"Eleven years ago, the Yard was placed on the NPL to address contamination from former practices," commented Captain Richard Murphy, Yard Commanding Officer, May 2010-June, 2013. "Today, the Yard is a leader in the field of environmental management, and we continue to partner with the EPA and the MDE to ensure a healthy environment for the Yard and our nearby neighbors as well as to protect the vital ecosystem of the Chesapeake Bay."

Not only was the Yard's Superfund clean-up an engineering challenge, but the shipyard faced unique communications challenges to assure its employees and nearby neighbors that the Yard was committed to "greening" its property.

From 2001 when the shipyard was first proposed as a Superfund site through May 2013, the Yard held periodic meetings for media and community attendees; conducted tours of the shipyard; published quarterly Update Bulletins, and established reading depositories at two local libraries to support open communications. The community listened.

When asked by a Baltimore Sun reporter following the May 30th ceremony about the reaction of hearing the Yard clean-up was completed, a local resident responded, "The Coast Guard has been a good neighbor. I trust them." (*Baltimore Sun*, May 31, 2013)

The EPA anticipates the administrative process to remove the Yard from the Superfund list will be completed next year.



RADM Ronald Rábago (left), Assistant Commandant for Engineering & Logistics, and Mr. Shawn Garvin (right), EPA Mid-Atlantic Regional Administrator, sign documents completing the remediation of the final contamination site at the Yard during a ceremony and press conference held at the shipyard on May 30th.

Hard Work Pays Off: Yard Ordnance Shop Exceeds Expectations for 270' Fleet

By Courtney Burnett, Yard Communications Intern

One of the many prides of the Yard is its ability to always keep the customer in mind. This noble approach leads to not only a superior product, but also provides an opportunity to demonstrate the hard work of an exceptional staff. The Yard Ordnance Shop's MK75 Planned Depot Maintenance (PDM) Team is one such group. Often considered an unsung hero of the Yard, these men and women work diligently day in and day out on the overhaul maintenance of the MK75 gun systems onboard the 270' and 378' medium endurance cutter fleet.

The MK 75 is a fully automated remotely controlled gun mount that stows, aims, and fires 76mm 62-caliber ammunition. The result is a lightweight, compact, fast firing, versatile weapon. The gun interfaces with a Fire Control system. It is primarily a defensive weapon against airborne targets. It can, however, be effectively used against surface and shore targets. Because the gun has a variable firing rate of up to 80 rounds per minute with a range of 16,459 meters, mission success and flexibility are greatly increased.

Recently, the PDM Team found themselves deep in the Florida Keys to work on a gun change out for the Coast Guard Cutter THETIS. It was here that the captain of the ship, Commander John Driscoll, quickly discovered that when the bar was set high for system repairs and cutter longevity maintenance, the PDM team not only met the task, but exceeded all expectations.

"The MK75 is invaluable to accomplishing THETIS' primary missions of counter-drug and alien and migrant interdiction operations," commented Ensign J. Matthew Hurtt, Weapons and Electronics Materials Officer, CGC THETIS. "Its prominent barrel and rotating mount, clearly visible on THETIS' bow, makes it an intimidating piece of weaponry that encourages vessels violating US law to become



Currently in shipping position, the MK75 gun on the Cutter THETIS is ready for stand-up by the Yard Ordnance Team during the recent gun change out at the Cutter's homeport in Key West, Florida. (Photo by LCDR Shane Bridges, Chief, EOPMB, Yard)

compliant. In addition, it actively provides for the safety and security of US and foreign flagged vessels in US waters and on the high seas. The Coast Guard's ability to protect the United States is dependent on maintained proficiency and effective equipment."

After nearly two months of communication between the Yard and the SFLC Medium Endurance Cutter Product Line, the gun install date on THETIS was set for the PDM team. The Yard loaded a refurbished MK 75 and ancillary equipment onto double wide trailers destined for Key West, Florida. There, the Yard personnel consisting of the Ordnance Shop foreman, four ordnance mechanics, one rigger, and a crane operator arrived a day early to get a feel for the mechanics of THETIS and prepare themselves for the delivery of the gun and the work that ultimately lay ahead.

The team readied the ship for removal of its current MK75 by disconnecting its cables, revolving magazine, foundation bolts, and Gun Control Panel (GCP). They offloaded new gun and ancillary equipment from trucks and removed the GCP and current gun from the cutter. The THETIS' crew and Yard personnel

worked closely together to prepare the ship's foundation for the installation and within two days, bolted the new gun and GCP into place.

Initial light-off procedures began the following day after installation of the GCP, revolving magazine, and cables. This complex process was verified through a multitude of tests. Once deemed satisfactory, the gun was connected with the Fire Control system. THETIS' former gun and ancillary equipment were loaded into a shipping container and sent back to the Yard to be restored for use onboard another ship. Throughout the rest of the week, Yard workers stayed behind to run a series of tests and procedures that gave assurance the entire gun system was fully operational and ready to serve its mission.

The Yard's team not only performed on their own, but also collaborated well with the crew of THETIS, strengthening the partnership between Yard repair and maintenance teams and ship crews.

Yard team members - John Driscoll, Dale Strucko, James Young, Dennis Fore, Gregory Pulley, William Tyson, and Theodore Brown - were able to leave Key West knowing they had met

See THETIS, pg 10

Coast Guard Yard Change of



The Baltimore Area Coast Guard Color Guard presents Colors after the arrival of official guests.

U.S. Congressman John Sarbanes provides guest speaker remarks. Son of retired U.S. Senator Paul Sarbanes of Maryland and long-time supporter of the Yard, Congressman Sarbanes relayed when he told his father he was attending the Yard Change of Command, the Senator enthusiastically remarked, "You just have to go there!" Congressman Sarbanes represents the 3rd District of Maryland that encompasses the Yard campus.



Captain Murphy and Captain Leshar inspect the Honor Platoon of volunteer Yard military members and civilian employees prior to Relief of Command.

Following the formal Relief of Command officiated by RADM Ronald Rábago (center), Assistant Commandant of Engineering & Logistics, Captain George Leshar (left) and Captain Murphy (right) join the Admiral for congratulations from the audience.



Command and Retirement Ceremony



Serving as Presiding Official for the Retirement Ceremony, RDML Karl Schultz (left), Commander, Eleventh Coast Guard District, presents a Certificate of Appreciation from President Barack Obama to Captain Murphy (right) for his 30 years of service in the Coast Guard.

Under the direction of Sergeant Mark Alves, the Old Line Brass Quintet of the 229th Army Band, Maryland National Guard, provides a pre-ceremony musical prelude. The quintet played honors throughout the Change of Command and concluded with "Semper Paratus."



Guests join Captain Murphy and Captain Lesher and their families for a buffet reception at the Yard Dry Dock Club.

The Captains embrace tradition and ceremonially cut the Change of Command cake with a sword.



“A Grateful Nation Remembers”



The Baltimore Area Coast Guard (BACG) Commands held their annual Memorial Day Service on Friday, May 24, 2013 at the Yard Veterans Monument. The service has been held at the Yard for over 50 years. Under light raindrops, over 200 military members and civilian employees attended. The ceremony included presentation of Colors by the Baltimore Area Coast Guard Color Guard, the traditional wreath laying by BACG commands and organizations, a three-volley salute by the Yard Rifle Squad, and taps sounded by Coast Guard Auxiliarist Paul Deafenbaugh. Sector Baltimore’s MST1 Monica Vidal, the 2013 BACG Enlisted Person of the Year, provided a historical narrative on the origin and meaning behind the distribution of “buddy poppies” at Memorial Day Services throughout the world. The remembrance poppies were available to all in attendance at the conclusion of the ceremony

Milestones

Retirements

CDR Steven Hendershot
Chief, Project Mgmt
23 Years

Edward Quarles
Accounting Technician
13 Years

Fran Cohen
Industrial Hygienist
30 Years

Eunice Alexander
Shipfitter (Welding)
45 Years

Advancements/Promotions

CWO2 Dennis Amerson,
Chief, Yard Fire Department

Michael Handsome, Marine Machinery Mechanic,
to WG-5334-10

Joseph Stuchinsky, Mechanical Engineering Tech,
to GS-802-9

Robert Mitten, Electrician,
to WG-2805-11

Daniel Zyla, Painter Leader,
to WL-4102-9

Keith Hare, Electrician,
to WG-2805-11

David Scharf, Planner/Estimator,
to WD-5334-8

John Upright, Electrician,
to WG-2805-11

Kenneth Puller, Electrician Supervisor,
to WS-2805-11

Shane McLucas, Electrician,
to WG-2805-11

Claude Lamb, Electronics Mechanic Leader,
to WS-2805-11

Ryan Northcraft, Electrician,
to WG-2805-11

Richard Cress, Sheetmetal/Joiner Leader,
to WL-3801-10

Matthew Aaron, Electrician,
to WG-2805-11

Leon Wilson, Jr., Sheetmetal Mechanic,
to WG-3801-10

Leonard Falcone, Supervisory Mechanical Engineer,
to GS-830-13

Keith Jordan, Painter Supervisor, to WS-4102-9

***The U.S. Coast Guard Yard
Since 1899, Servicing the Fleet
That Guards Our Coast***

Lean Update: Yard Takes New Paint Complex For a Test Drive

By Eric Linton, Yard Business Manager

The Yard recently completed the construction of a new paint complex in Building #78. The new complex significantly increases the Yard's capabilities and capacity. The space is divided into two process lanes that contain automated and manual blasting bays, spray painting and powder coating bays, and two drying bays. We are still buying equipment required to fully utilize the facility, and we don't expect to have it completely on line until next year. Even so, we are using some features today, and we like how it's turning out.

Devoted readers of this column should know by now that elimination of waste is a central tenant of the Lean Six Sigma approach to management. Because the new blasting facilities recycle about 95% of the grit used, the waste generated by the process is greatly reduced. Less waste means less clean up and grit disposal. During FY12, the Yard paid \$107K for grit disposal, and at \$250/ton, if you are interested. By maximizing the use of

the new facility, we will greatly reduce our grit disposal costs. Savings will reduce the cost of paint jobs and hazardous waste. To be "lean and green" is a beautiful thing.

Marino Dona, Yard Paint Shop, recently gave the new blast bays a test drive. What he didn't do is spend much time cleaning up after the job

was done. That's because the grit falls through the grate and is reused, instead of being swept into piles and vacuumed into a disposal truck. The time required to complete the job was cut in half. With some unexpected extra time on his hands, Marino was able to blast another part. Lucky man!



Marino Dona, X42, gets ready to blast parts in the new paint complex.

CGC CHOCK Welcomes First Female Officer-In-Charge

BMC Randall Takes Command of Yard Homeport Cutter

BMC Tracy Randall assumed command of the Yard's homeport Cutter CHOCK during ceremonies held on the west wall on Friday, June 21. Chief Randall, who became the

first female officer-in-charge of CHOCK in its 51-years of service, took command from BMCS Brian Kuhar who transferred to the CGC DREW, homeported in Portsmouth,

Virginia. As officer-in-charge, Chief Randall will oversee a seven-person crew responsible for conducting the Coast Guard missions of law enforcement, aids-to-navigation, ice breaking, and maritime safety patrols throughout the upper and lower Chesapeake Bay.

A native of Los Angeles, California, BMC Randall joined the Coast Guard in 1989. She comes to Baltimore from her position as Executive Petty Officer of Station Key West in Key West, Florida. Her sea assignments include duty on CGC GEORGE COBB, Long Beach, California; CGC MONOMOY, Woods Hole, Massachusetts, and CGC STORIS, Kodiak, Alaska. Shore duty has included assignments in Sacramento, Monterey, and Long Beach, California; New Orleans, Louisiana, and Freeport and

See CHOCK, pg 10



BMC Tracy Randall (left) salutes BMCS Brian Kuhar (right) during the Change of Command ceremony for CGC CHOCK on June 21st at the Yard. (Official photo by PA2 Jonathan Lindberg, USCG)

THETIS, cont. from pg 5

all the demands of such an intricate task. They performed the complex install with such professionalism CDR Driscoll commented, "This was by far the best organized, supervised, and choreographed operation I've seen. The team of gun technicians and riggers worked so smoothly together that hardly a minute was wasted. They...were outstanding representatives of the Coast Guard Yard."

The Yard MK75 PDM Team is a testament to perseverance and faith in

one's abilities, even under tremendous pressure. And there, at the southern-most point of the United States aboard CGC THETIS, they saw proof that their hard work paid off.

The Ordnance Shop overhauls and delivers two MK 75 76mm guns and accompanying fire control antennas to the 270'/378' fleets each year. A team of four ordnance mechanics consume 5600 man-hours on the overhaul of each gun. The second scheduled gun change out for 2013 is on the Cutter

TAMPA, homeported in Portsmouth, Virginia, this fall.

**CHOCK**, cont. from pg 9

Corpus Christi, Texas. Throughout her career, she has received three Coast Guard Commendation Medals, one Navy Commendation Medal, two Coast Guard Achievement Medals, one Navy Achievement Medal, two Commandant Letters of Commendation, and seven Coast Guard Good Conduct Medals.

The 65', steel hull harbor tug CHOCK arrive at the Yard in 2012 to

join the Cutters JAMES RANKIN and SLEDGE as homeport ships. CHOCK is under the operational control of Coast Guard Sector Baltimore. The tug completes approximately 700-hours of operations annually. CHOCK was recently involved in security detail during the Presidential Inauguration and the Sailabration Commemoration of the War of 1812 in Baltimore's Inner Harbor last summer.

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